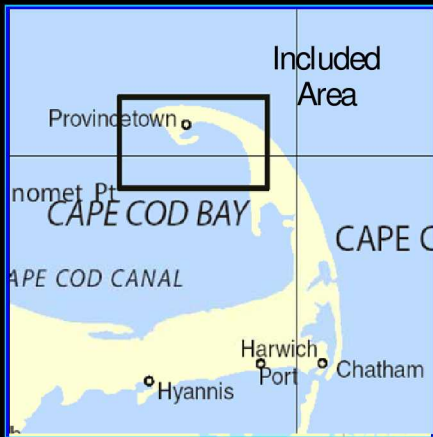


# BookletChart<sup>TM</sup>

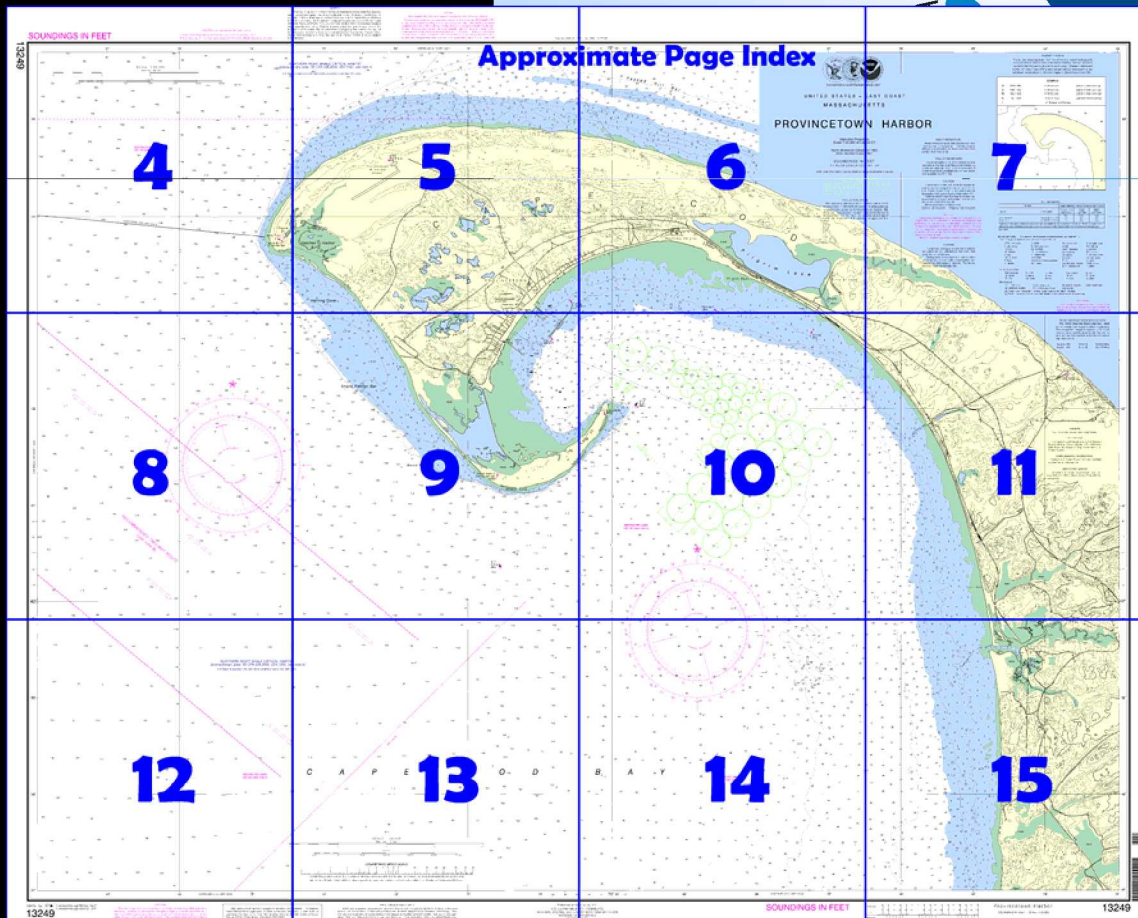
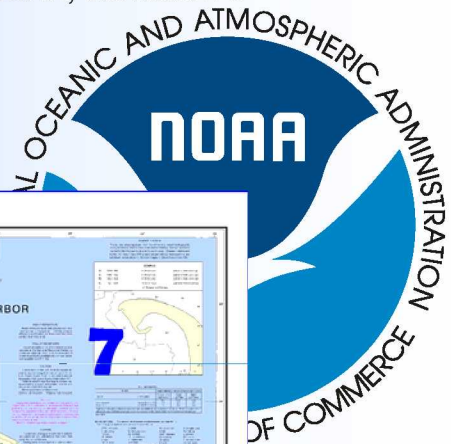
## Provincetown Harbor

(NOAA Chart 13249)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



Home Edition (not for sale)





### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

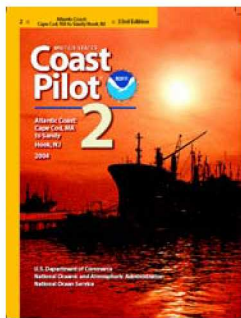
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



#### **[Coast Pilot 1, Chapter 12 excerpts]**

(142) **Pamett Harbor**, at the mouth of **Pamett River** is a small harbor frequented by yachts and a few fishermen. Pamett River leads eastward to the town of **Truro**. The ruins of a railroad trestle are near the mouth of the river at the head of the harbor. The harbor is entered by a privately dredged channel that leads eastward between two jetties thence southeastward to an anchorage basin, about 0.3 mile above the jetties. In 1979, it was reported that the harbor could not be entered

for 3 hours on either side of low water. The shoals which extend 1 mile off the entrance are changeable.

(143) A town small-craft launching ramp, beach, and parking lot are on the east side of the anchorage basin. The Pamett Harbor Yacht Club is just southward of the ramp. Water is available at the club. The harbor is reported to be a good small-craft refuge during hurricanes.

(144) **Provincetown Harbor**, formed by a turn in the northern end of the hook of Cape Cod, has a diameter of about 2 miles. It is one of the best harbors on the Atlantic Coast, having a sizable anchorage area in depths of 12 to 57 feet with excellent holding ground. Coasters and fishermen find protection here in gales from any direction.

(145) The historical town of **Provincetown**, on the northwestern side of the harbor, is at the site of the first landing of the MAYFLOWER in the New World. It is the homeport of numerous fishing, lobster, charter, pleasure, and sightseeing boats.

(147) **Race Point Light** (42°03'45"N., 70°14'35"W.), 41 feet above the water, is shown from a white tower on the northwest point of Cape Cod. A fog signal is at the light. An aero radiobeacon is close northeastward of the light. A fairway lighted bell buoy is 2 miles northwestward of the light.

(148) **Wood End Light** (42°01'16"N., 70°11'37"W.), 45 feet above the water, is shown from a 39-foot white square tower, near the water on the southern end of the hook of the cape. A fog signal is at the light. **Long Point Light**, 36 feet above the water, is shown from a white square tower at the eastern end of Long Point on the western side of the harbor entrance; a fog signal is at the light.

(150) Prominent from the north are the observation tower and buildings of the former Race Point Coast Guard Station, about 1.4 miles northeastward of Race Point Light, and the aerolight at Provincetown Municipal Airport just southward of the station. The cupola of the Cape Cod National Seashore's Visitors Center, on **Ocean View Hill** about 0.8 mile southeastward of the station, is prominent from the north and east.

(151) Excellent anchorage may be had in Provincetown Harbor. Numerous fishing vessels work out of Provincetown during the year. During the summer months, private floats are set out that are capable of mooring vessels up to 40 feet in length. Larger vessels anchor from south to southwest of the westerly end of the breakwater, depending on draft. In addition, small craft sometimes anchor in **Herring Cove**, 0.8 mile southward of Race Point Light. A temporary lee from easterly winds is found well inshore in depths of 10 to 24 feet. Anchorage inside the breakwater is reported to be poor to fair due to soft bottom with much debris. The marina close southwest of MacMillan Wharf maintains 50 mooring buoys on the west side of the harbor.

(152) The Coast Guard Captain of the Port, Provincetown, has established a fairway 100 yards wide extending from

(153) 42°02'00.4"N., 70°09'33.1"W. to

(154) 42°02'43.4"N., 70°10'59.1"W., and in the area extending 100 yards around the piers in Provincetown. Anchorage is prohibited in this fairway.

(155) **Shank Painter Bar**, which extends to a maximum distance of 0.6 mile offshore between Race Point and Wood End Lights, rises abruptly from deep water. **Wood End Bar** is the continuation of the shoal that makes sharply into Wood End. A lighted bell buoy is about 0.6 mile southwestward of Wood End Light. A 2,500-foot stone breakwater is about 300 yards southeastward of the end of the town pier at Provincetown. The breakwater extends northeastward from a point in 42°02'45"N., 70°10'55"W., approximately parallel to the shoreline. The east and west ends of the breakwater are each marked by a light. Strangers should exercise caution when operating in the area.

(157) Endangered North Atlantic right whales may occur year round in the vicinity of Race Point and Wood End.

(159) The tidal current velocities between Race Point and Highland Light are very strong, but diminish to less than 1 knot between Highland Light and Chatham Light. The flood sets southwestward, and the ebb northeastward. Tide rips occur during heavy weather when the wind is against the current. Westward of the stretch of coast between Wood End and Race Point, the velocity at strength is about 1 knot. In this locality the ebb current sets northwesterly and the flood sets southeasterly. At the entrance and in the harbor the tidal currents have little velocity. The Tidal

Current Tables should be consulted for current predictions.

# Table of Selected Chart Notes

Corrected through NM Apr. 14/07  
Corrected through LNM Apr. 3/07

## HEIGHTS

Heights in feet above Mean High Water.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

Mercator Projection  
Scale 1:20,000 at Lat. 42°01'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location)    ◦ (Approximate location)

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Station	Frequency	Power
Hyannis, MA	KEG-73	162.550 MHz
Boston, MA	KHB-35	162.475 MHz

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilots 1 & 2 for important supplemental information.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.378" northward and 1.918" eastward to agree with this chart.

## NOTE Z

NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, [United States Coast Pilot](#).

## CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

**NORTHERN RIGHT WHALE CRITICAL HABITAT**  
(precautionary area: 50 CFR 226.203b, 224.103c; see note A)

It is illegal to approach any right whale anywhere closer than 500 yards.

## NOTE B

RECOMMENDED TWO-WAY WHALE AVOIDANCE ROUTES AND TRACK.

The two-way routes and two-way track shown on this chart are RECOMMENDED for use by all vessels traveling into or out of Cape Cod Bay. This routing has been established to reduce the likelihood of ship strikes of endangered North Atlantic right whales. Mariners are warned that some vessels might not be able to keep to the starboard side of the route or track at all times. CAUTION: Full bottom coverage surveys have not been conducted within the entire route nor along the entire track, so uncharted dangers may exist. See Source Diagram and Chapter 1, U.S. Coast Pilot.

**NORTHERN RIGHT WHALE CRITICAL HABITAT**  
(precautionary area: 50 CFR 226.203b, 224.103c; see note A)

It is illegal to approach any right whale anywhere closer than 500 yards.

COLREGS, 80.135 and 80.145 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

## TIDAL INFORMATION

PLACE (LAT/LONG)	Height referred to datum of soundings (MLLW)		
	Mean Higher High Water	Mean High Water	Mean Low Water
Provincetown Race Point (42°03'N/70°11'W) (42°04'N/70°15'W)	feet 9.8 9.7	feet 9.4 9.3	feet 0.3 0.3

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.  
(Mar 2007)

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

## Bottom characteristics:

Bks boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

## Miscellaneous:

AUTH authorized	Obstm obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
① Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
② Rocks that cover and uncover, with heights in feet above datum of soundings.			

## PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

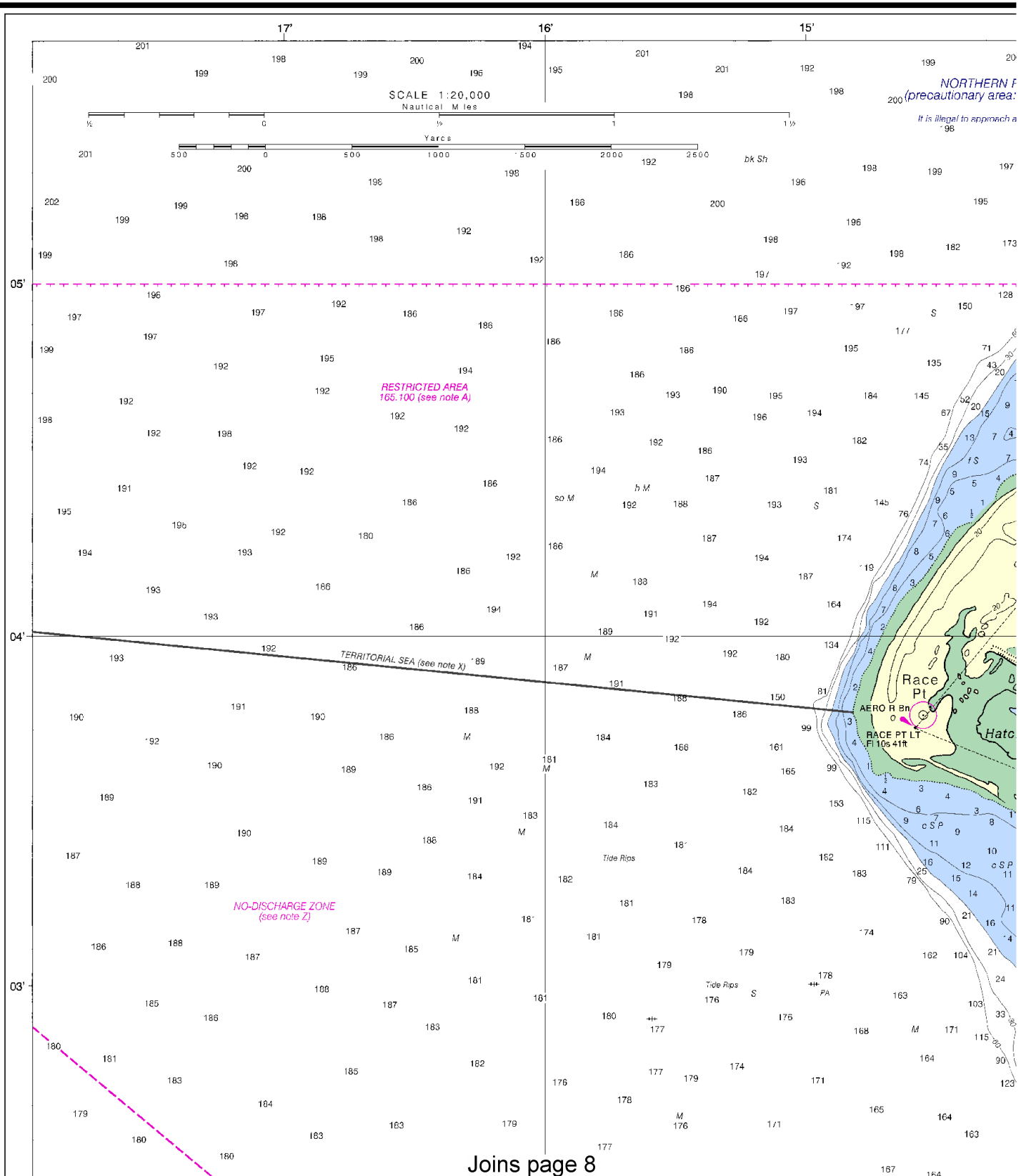
Within the 12-nautical mile limit of the territorial sea of the United States, the outer limit of the territorial sea of Florida, Texas, and most cases the inner jurisdiction of the state of the United States. Unless fixed by treaty to modification.

COLREGS, 80.135 and 80.145 (see note A)

International Regulations for Preventing Collisions at Sea, 1972  
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

# SOUNDINGS IN FEET

13249



4



Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.





# NOTE X

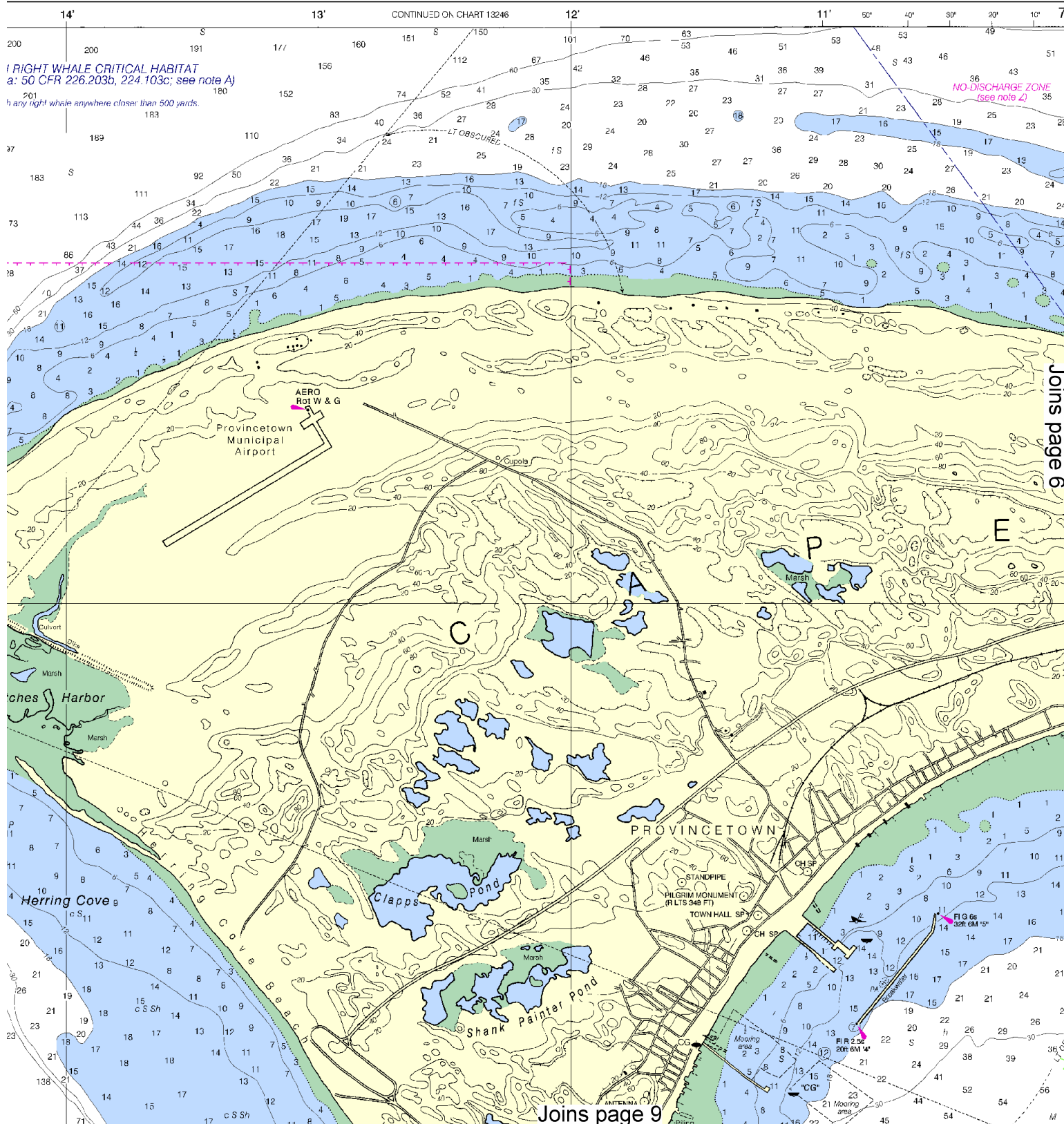
nautical mile Territorial Sea, established by Presidential Proclamation, vs apply. The Three Nautical Mile Line, previously identified as the territorial sea, is retained as it continues to depict the jurisdictional limits. The 9-nautical mile Natural Resource Boundary off the Gulf coast and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in their limits of Federal fisheries jurisdiction and the outer limit of the 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation, and the U.S. Supreme Court, these maritime limits are subject to change.

# NOTE B

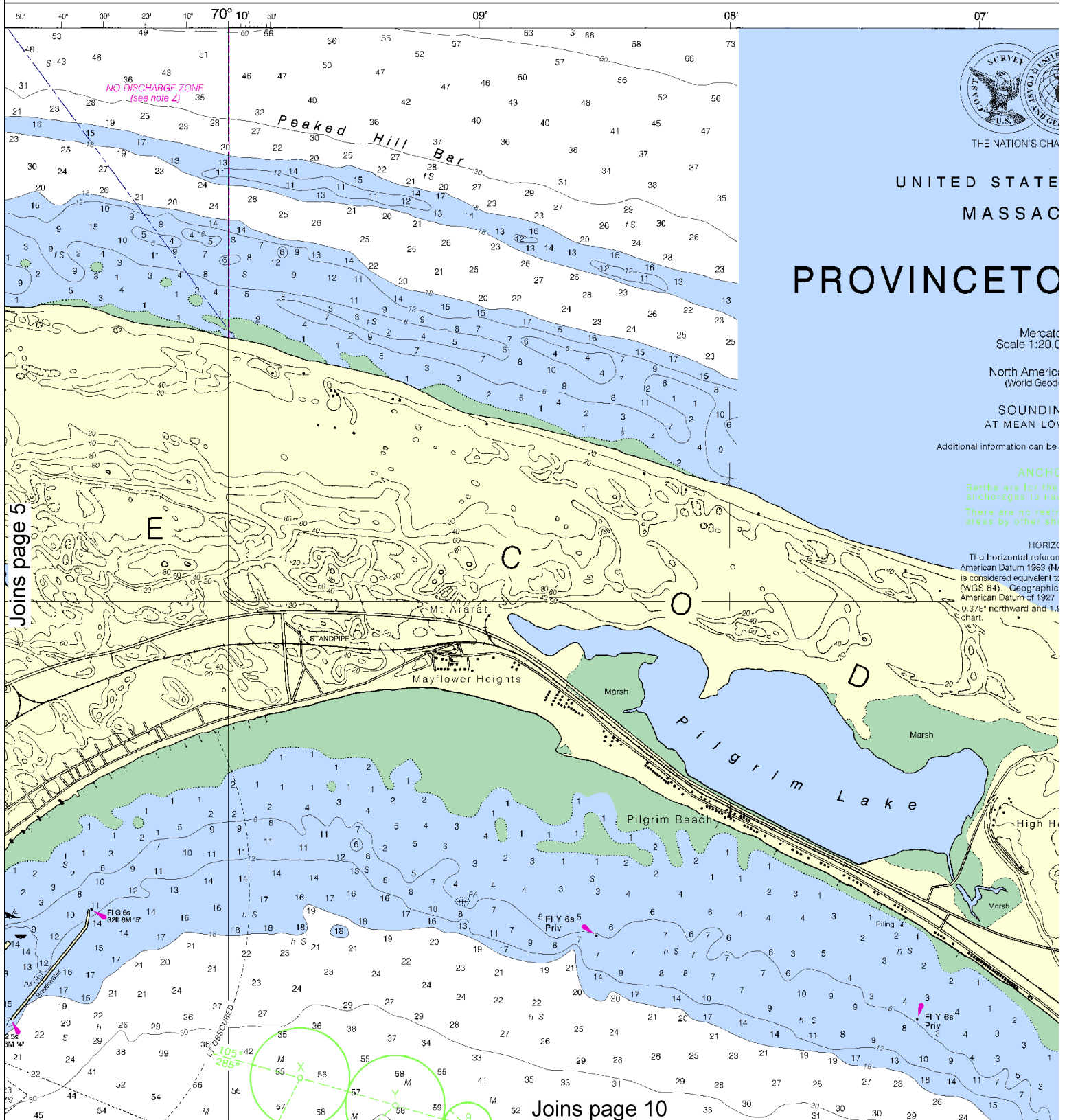
## RECOMMENDED TWO-WAY WHALE AVOIDANCE ROUTES AND TRACK

The two-way routes and two-way track shown on this chart are RECOMMENDED for use by all vessels traveling into or out of Cape Cod Bay. This routing has been established to reduce the likelihood of ship strikes of endangered North Atlantic right whales. Mariners are warned that some vessels might not be able to keep to the starboard side of the route or track at all times. CAUTION: Full bottom coverage surveys have not been conducted within the entire route nor along the entire track, so uncharted dangers may exist. See Source Diagram and Chapter 1, U.S. Coast Pilot.

Formerly C&GS 580, 1st Ed., Apr. 1934 KAPP-2096



This BookletChart was reduced to 70% of the original chart scale.  
The new scale is 1:28571. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.



6



Joins page 10

7

03'

02'

01'

42°

CONTINUED ON CHART 13246

RECOMMENDED TWO-WAY ROUTE  
(see note B)

Joins page 12

8



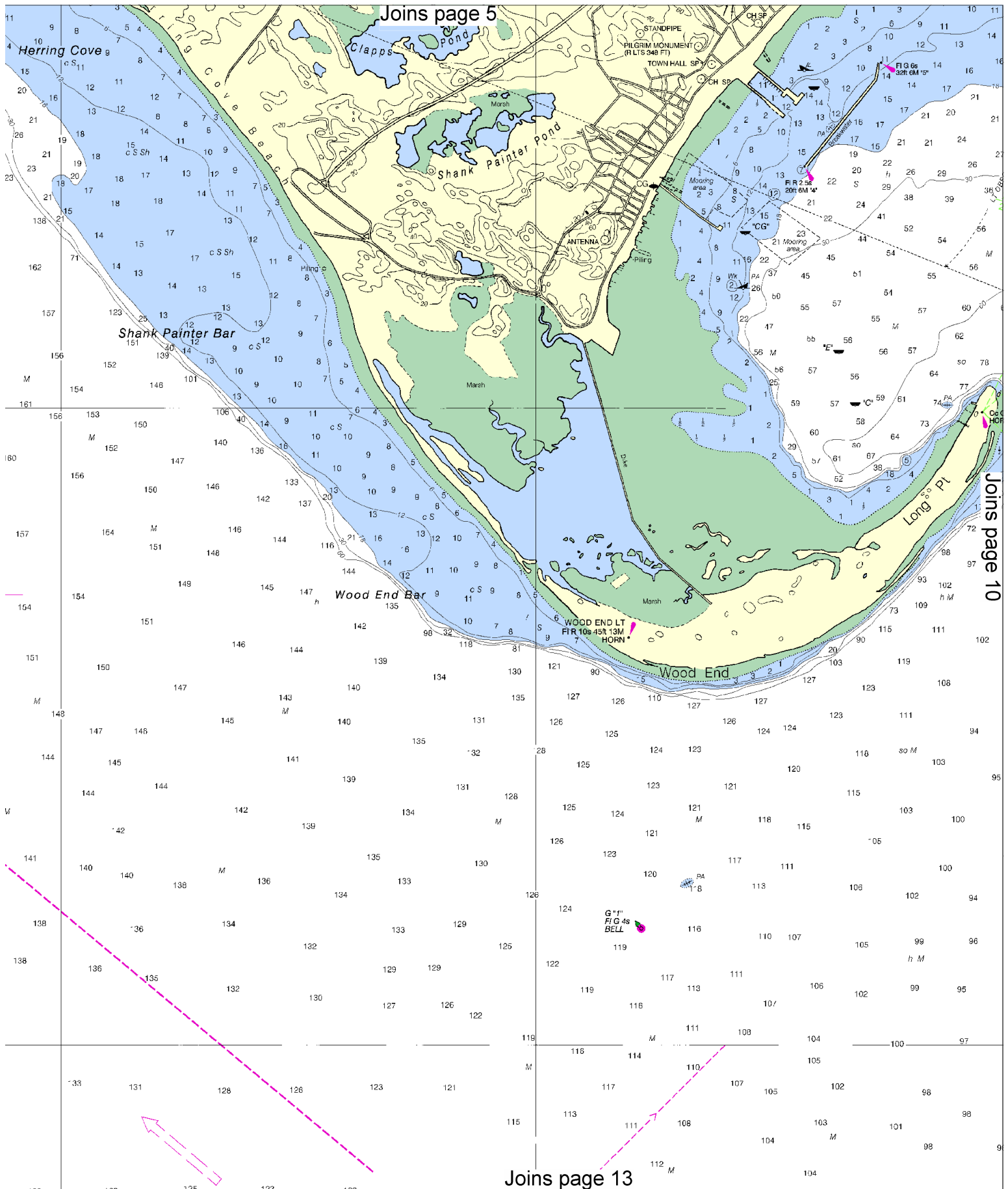
Printed at reduced scale.

SCALE 1:20,000  
Nautical Miles

See Note on page 5.







Joins page 6

Joins page 14



SCALE 1:20,000  
Nautical Miles

See Note on page 5.

Yards

1000

Yards

1000

ED: existence doubtful PA: position approximate Map reported  
 (2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
 (2) Rocks that cover and uncover, with heights in feet above datum of soundings.

# NOTE Z NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or cooped within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or naital holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

**NOAA WEATHER RADIO BROADCASTS**  
 The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Hyannis, MA	KEG-73	162.550 MHz
Boston, MA	KHB-35	162.475 MHz

BLDG  
 HIGHLAND LT  
 Fl 5s 170ft 10M

STONE TOWER  
 DOMES  
 DOME  
 STACK

**HEIGHTS**  
 Heights in feet above Mean High Water.

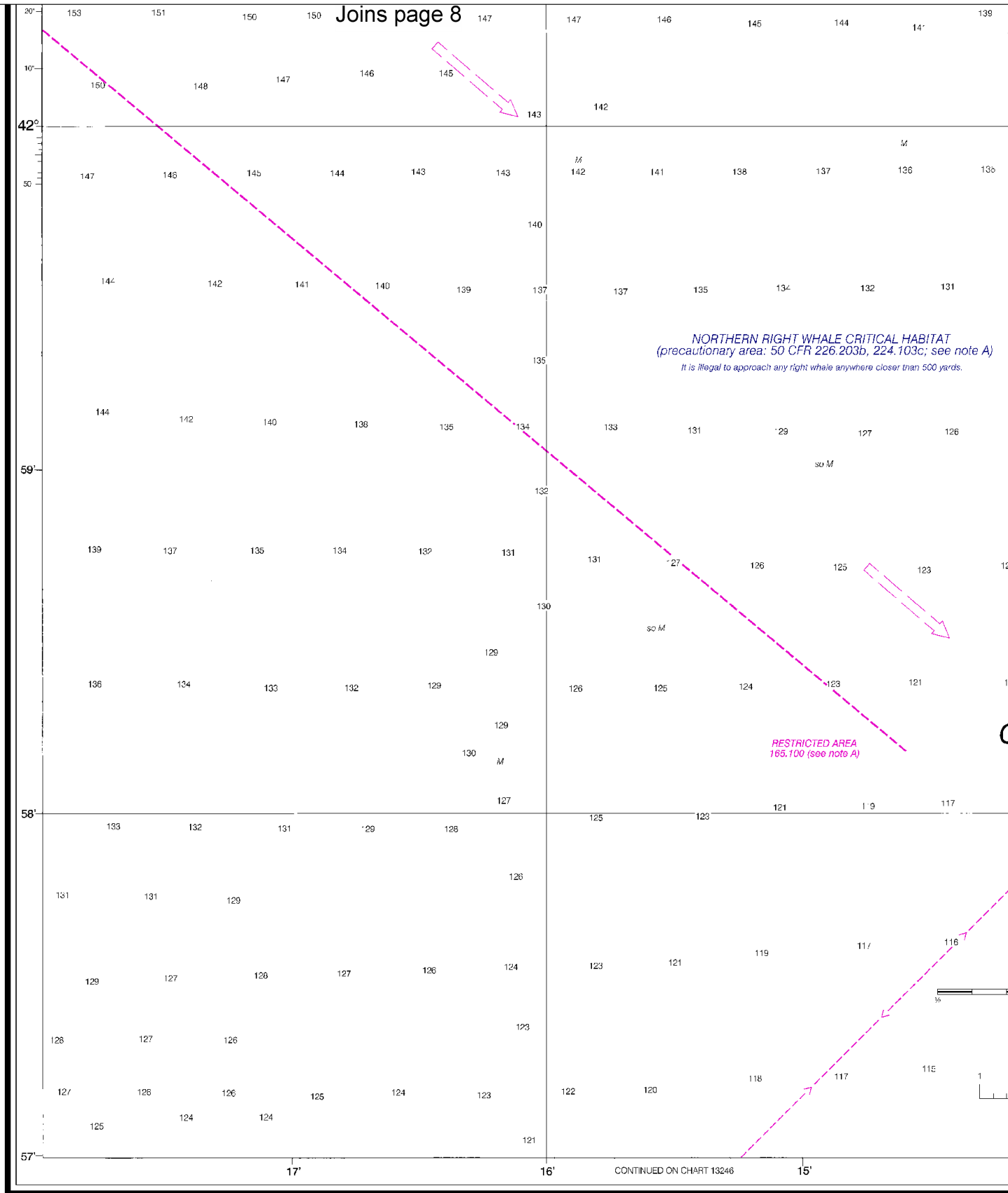
**AUTHORITIES**  
 Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers and U.S. Coast Guard.

**SUPPLEMENTAL INFORMATION**  
 Consult U.S. Coast Pilots 1 & 2 for important supplemental information.

**AIDS TO NAVIGATION**  
 Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**WARNING**  
 The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.





12

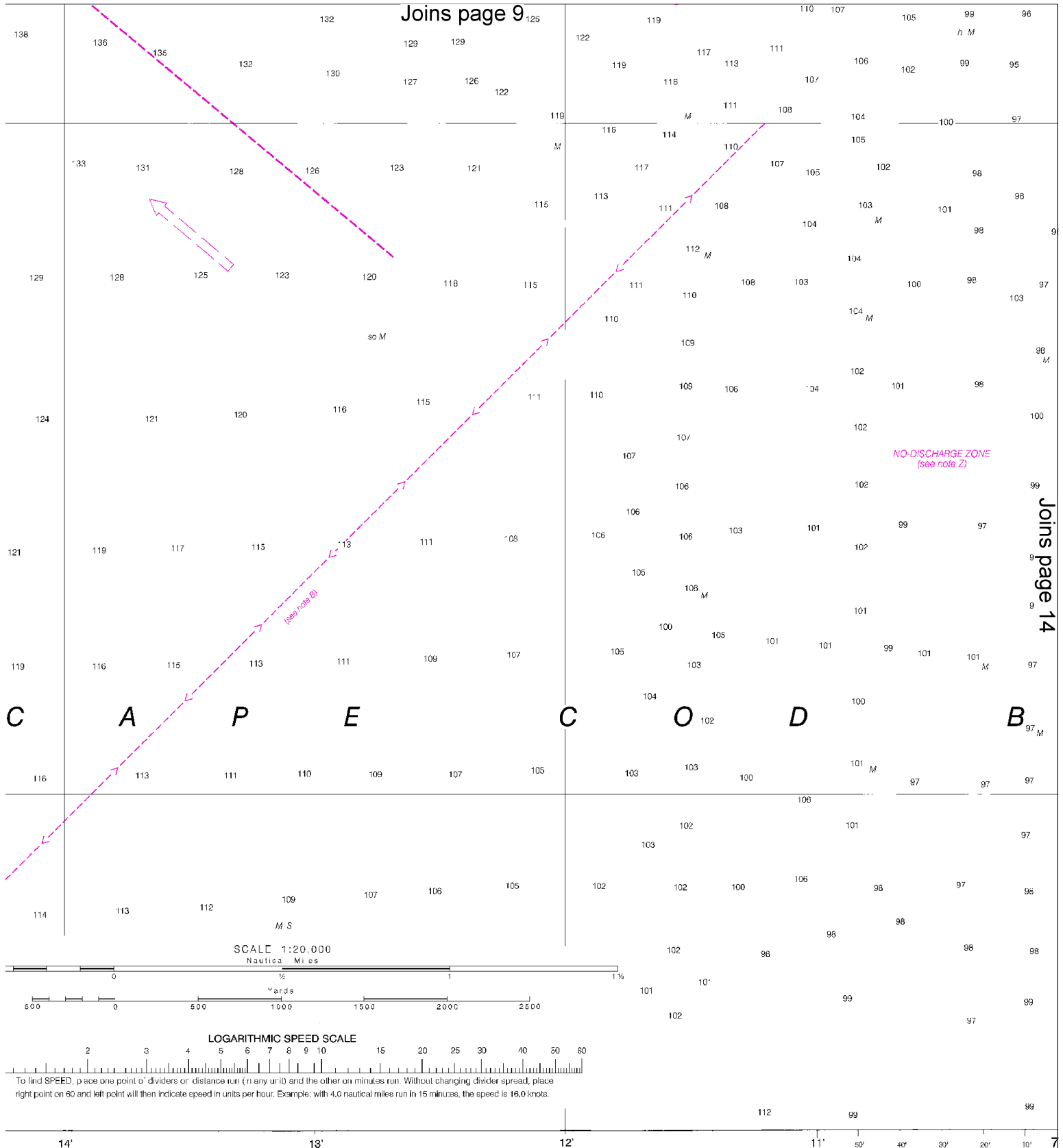


Printed at reduced scale.

SCALE 1:20,000  
 Nautical Miles

See Note on page 5.





Joins page 10

NO-DISCHARGE ZONE  
(see note Z)

MAGNETIC  
VAR 15° 15' W (2007)

ANNUAL DECREASE 5

RESTRICTED AREA  
165.100 (see note A)

CONTINUED ON CHART 13250

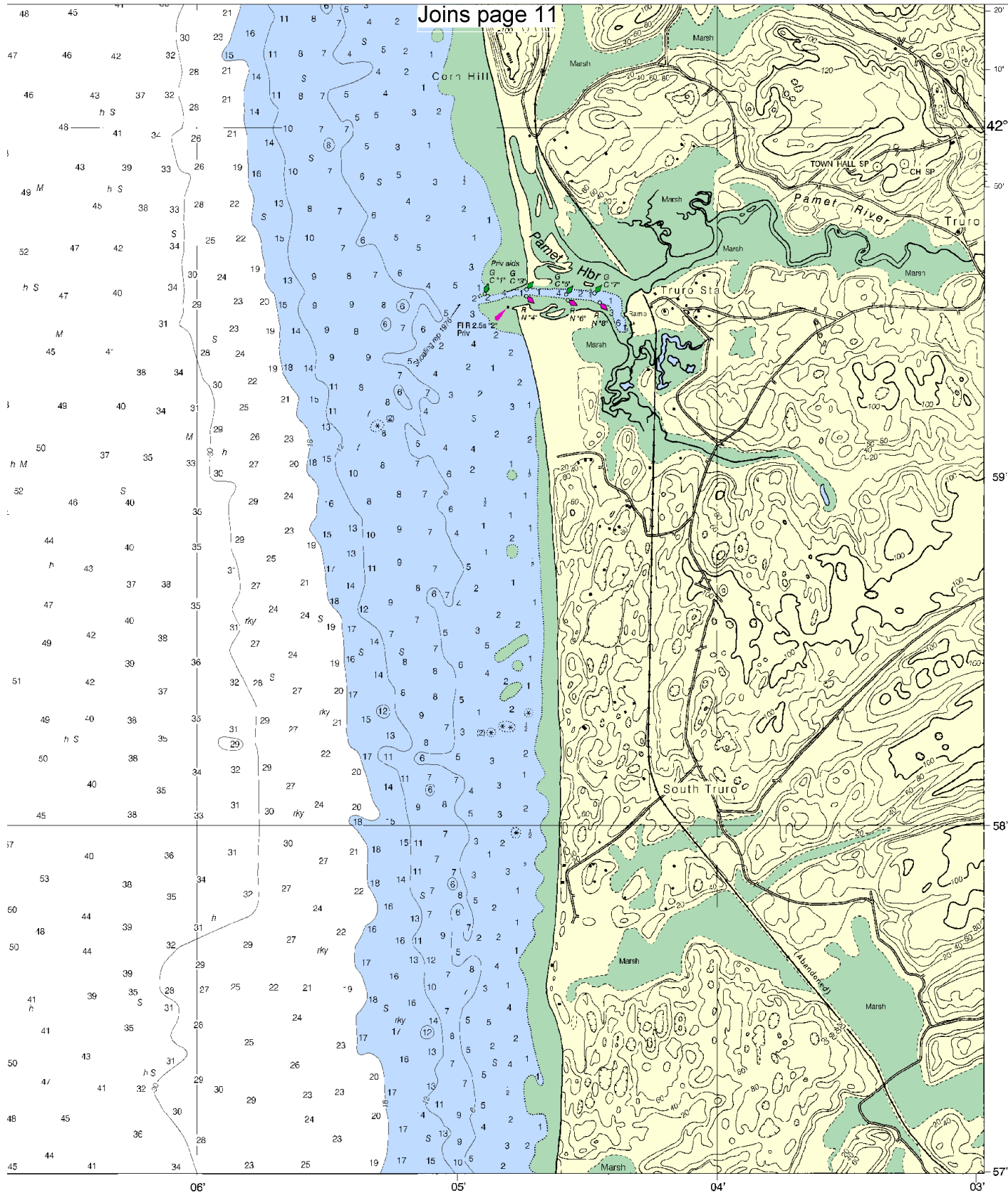
Joins page 13

## SOUNDINGS IN FEET

The graphic scale bars are located at the bottom of the page. The top bar is labeled "Nautical Miles" and has markings for 0, 1, and 1½. The bottom bar is labeled "Yards" and has markings for 500, 0, 500, 1000, 1500, 2000, and 2500.



Joins page 11



FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Provincetown Harbor

SOUNDINGS IN FEET - SCALE 1:20,000

13249



ED. NO. 13



NSN 7642014010458  
NGA REFERENCE NO 13XHA13249

## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

### Mobile Phones – Call 911 for water rescue.

**Coast Guard Woods Hole** – 800-508-548-5151/508-457-3214

**Coast Guard Provincetown** – 508-487-0071

**MA Environmental Police** – 800-632-8075

**Coast Guard Atlantic Area Cmd** – 757-398-6390

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).